

February 16, 2015
Project No. 2387354-04-10

**QUARTERLY PROGRESS REPORT
OCTOBER THROUGH DECEMBER 2014
DIESEL FUEL FREE PRODUCT RECOVERY
LOCOMOTIVE AND MOBILE EQUIPMENT
SHOP**

ARCELORMITTAL STEEL USA
250 WEST US HIGHWAY 12
BURNS HARBOR, INDIANA

Prepared for:



ArcelorMittal

Environmental Services
250 West US Highway 12
Burns Harbor, IN 46304

*Centennial, Colorado
Chicago, Illinois
Collinsville, Illinois
Dublin, Ohio
Evansville, Indiana
Frankfort, Kentucky
Fort Worth, Texas
Grand Rapids, Michigan
Granger, Indiana
Naperville, Illinois
Riverside, Missouri
Sheboygan, Wisconsin
Springfield, Illinois*

WEAVER

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February 16, 2015
Project No. 2387354-04-10

Ms. Theresa Kirk
Environmental Engineer
ArcelorMittal Burns Harbor, LLC
250 West U.S. Highway 12
Burns Harbor, IN 46304-9745

**Re: Quarterly Progress Report
October 2014 through December 2014
Diesel Fuel Free Product Recovery
Locomotive and Mobile Equipment Shop**

Dear Ms. Kirk:

Weaver Boos Consultants, LLC (Weaver Boos) has completed this report as described in Weaver Boos Budgetary Quote M90405-P, dated June 23, 2014, and as authorized by ArcelorMittal Steel USA (ArcelorMittal) Purchase Order No. B371528.

BACKGROUND INFORMATION AND PURPOSE

A subsurface release of diesel fuel was discovered north of the Locomotive and Mobile Equipment Shop during a routine construction project in December 2007. The release was encountered during excavation for a foundation pier for a new locomotive fuel dispensing system. A likely source of the release was subsequently found to be the underground pipe that formerly conveyed the diesel fuel from the above ground storage tank (AST) to the former locomotive fueling rack at the locations shown on **Figure 1**.

Immediate responses mounted by ArcelorMittal included the use of a vacuum truck to recover liquid diesel fuel and water found perched in shallow subsurface fill soil. Follow up responses included the excavation and off-site disposal of approximately 3,100 cubic yards of diesel fuel-impacted soil and recovery of liquid diesel fuel using a vacuum truck beginning on December 5, 2007. The volume of diesel fuel vacuumed directly from the excavation was not measured or tallied, but is estimated by Weaver Boos to have comprised several thousand gallons based on our visual observations of the effort. When the excavation was concluded April 8, 2008, soil

samples indicated that the sidewall banks were remediated to Indiana Department of Environmental Management (IDEM) industrial default closure levels. The occurrence of groundwater at approximately 8 to 10 ft below ground surface precluded the removal of deeper soils exceeding industrial default closure levels at the base of the excavation, as did the need to restore two rail lines that were temporarily removed to facilitate the remediation. By May 6, 2008, the excavation was backfilled and replacement of the tracks was substantially complete. The foregoing response actions are described in the following report: *Corrective Action Completion Report for Diesel Fuel-Impacted Soil*, July 31, 2008, Weaver Boos Consultants, LLC, South Bend, Indiana.

As the soil remediation was being completed in early 2008, ArcelorMittal was aware that free product remained along the surface of the water table, and therefore retained Weaver Boos to design, install, and operate a free product recovery system utilizing vacuum enhanced in-well skimming technology. The free product recovery system was completed and placed into operation on March 18, 2009 as described in the following report: *Progress Report, Diesel Fuel Free Product Recovery, Locomotive and Mobile Equipment Shop*, dated August 4, 2009. This report summarizes the continuing operation of the remediation system and results obtained through the fourth quarter of 2014 (4Q2014).

OPERATIONS AND MAINTENANCE

Operation of the remediation system has been nearly continuous since it was placed into service. Weaver Boos operated, monitored, and maintained the system during weekly site visits consistent with the standard operating procedure (SOP) provided with the first written progress report. Performance is measured by gauging the accumulation tank and by checking the apparent thickness of diesel fuel free product in the recovery wells. Operating parameters requiring adjustment include setting the vacuum level (12 to 16 inches of water) and setting the pump intake levels to match fluctuating groundwater levels in the wells. Maintenance items included checking and replacement of the vapor extraction system's inline filter as needed, checking and replacement of the air compressor intake filter as needed, regular replacement of the air compressor lubricating oil, and clearing the vapor extraction collection lines of condensate each week.

Weekly operations and maintenance report forms completed between October 3, 2014 and December 26, 2014 are provided in **Appendix A**. The system operated continuously until mid-

December when tube connectors on two pumps failed due to age and wear. One compression fitting connecting an air hose to RW-3's pump failed on December 16, and the pump was disconnected from the system and removed from the facility for maintenance. On Dec. 23, another compression fitting on RW-4's pump failed to securely attach an air hose. Replacement of these tube fittings can restore the pumps to operation, but Weaver Boos recommends that they be returned to Xitech for rehabilitation under their lifetime warranty.

RESULTS

The remediation system has thus far recovered approximately 1,396 gallons of diesel fuel and approximately 1,800 gallons of ancillary groundwater since remediation began on March 18, 2009. The quantities of diesel fuel and water collected by the remediation system are summarized on **Table 1**. For 4Q2014, the initial and final volume of fuel in the accumulation tank was the same. Thus, the recovery of diesel fuel in the fourth quarter was estimated at zero gallons, or very close to zero.

Cumulative diesel fuel recovered is charted as shown on **Figure 2**. The chart of cumulative free product recovered shows relatively rapid and steady accumulation through 2009 when 598 gallons were recovered. After 2009, the accumulation of free product tapered. Noticeable up-ticks in accumulation of free product occurred in the spring/summer of 2010, 2011, 2012, and 2013. Seasonality of free product recovery remains apparent as shown on the following table, but the total recovered during 4Q2014 is the smallest amount recorded in any fourth quarter thus far. The trend moreover indicates that the total volume of free product collected during 2014, 34 gallons, is the lowest recorded on an annual basis. Practicably recoverable free product appears to be exhausted.

**Diesel Fuel Free Product Recovery by Year and Quarter
(gallons)**

| Quarter | Year | | | | | Subtotals: | Percent of Subtotal: |
|------------|------|------|------|------|------|------------|----------------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | | |
| 1Q | 16 | 17 | 13 | 19 | 3 | 68 | 8.49% |
| 2Q | 71 | 64 | 12 | 69 | 22 | 238 | 29.71% |
| 3Q | 73 | 198 | 30 | 104 | 9 | 414 | 51.69% |
| 4Q | 32 | 16 | 23 | 10 | 0 | 81 | 10.11% |
| Subtotals: | 192 | 295 | 78 | 202 | 34 | 801 | 100.00% |

The calculated rate of diesel fuel recovery (gallons per day) is charted on **Figure 3**. Several peaks approaching 8 gallons per day are indicated since remediation began, but the average rate is usually much lower. The most recent quarter ending December 26, 2014 shows that recovery rate averaged zero gallons per day. Negative rates reflect either difficulty in accurately reading the water level in the accumulation tank by our operator who uses color-changing water-finding paste applied to a tape measure for this purpose, or possibly the cross-dissolution of water and oil between the separate liquid phases. Evaporative loss of the fuel floating atop the water layer is also possible, as the accumulation tank is vented to the atmosphere. Such dissolution and evaporation might depend upon ambient temperature, pressure gradients, or other factors.

The apparent thickness of free product measured in recovery wells RW-1, RW-2, RW-3, and RW-4 is listed in **Table 2**. The thickness is described as “apparent” because it represents what is present in the well at the time of measurement and does not necessarily represent the thickness of mobile free product in the aquifer. The actual thickness in the aquifer formation is usually less than the apparent thickness measured in a well. Additionally, the applied vacuum tends to increase the thickness of free product in a well, while the regular pumping of the recovery wells reduces its thickness. Time trends of apparent free product thickness are charted for the recovery wells as shown in **Figure 4**. The apparent thickness of free product measured during 4Q2014 remained at or near zero inches in RW-1 and RW-2. The apparent thickness of free product measured during 4Q2014 averaged 0.47 inches in RW-3 and 0.31 inches in RW-4.

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

With consideration for our observations, measurements, results obtained, and the relevant standards for assessing the effectiveness of corrective action, Weaver Boos concludes the following consistent with prevailing professional principles and practice:

- Immediate responses mounted by ArcelorMittal to the historical release of diesel fuel included the use of a vacuum truck to recover liquid diesel fuel and water found perched in shallow subsurface fill soil. Follow up responses included the excavation and off-site disposal of approximately 3,100 cubic yards of diesel fuel-impacted soil and recovery of additional liquid diesel fuel using a vacuum truck beginning on December 5, 2007. When the excavation was concluded April 8, 2008, soil samples indicated that the sidewall banks were remediated to industrial default closure levels.

- The occurrence of groundwater at approximately 8 to 10 ft below ground surface precluded the removal of deeper soils exceeding industrial default closure levels at the base of the excavation, as did the need to restore two rail lines that were temporarily removed to facilitate the remediation. By May 6, 2008, the excavation was backfilled and replacement of the tracks was substantially complete.
- Following the remediation of the accessible diesel fuel-impacted soil, active recovery of free product from atop the shallow water table began in March 2009 and continued through December 2014 as described herein. The remediation system has thus far recovered approximately 1,396 gallons of diesel fuel since remediation began on March 18, 2009. The estimated recovery of diesel fuel for the fourth quarter ending on December 26, 2014 is estimated to be zero gallons. This indicates a recovery rate of less than one gallon per month for 4Q2014. This rate is below the 2 gallon per month termination criteria listed several times in U.S. EPA's 1996 Guide for State Regulators: *How to Effectively Recover Free Product at Leaking Underground Storage Tanks Sites (EPA 510-R-96-001)*.
- Early in the remediation process, the apparent thickness of free product measured in the remediation wells indicated peak measurements as great as 8.0 inches to 10.5 inches. Except for one outlying observation of 6.0 inches in recovery well RW-3 on July 23, 2014, the greatest thickness of free product observed in the weekly monitoring results during 4Q2014 was 1.0 inch, which is less than the 0.1 ft threshold thickness value also listed several times in *EPA 510-R-96-001* as a remediation criterion.
- The remediation system continues to operate as designed, but routine wear-and-tear has worn out several hose-to-pump connectors in RW-3 and RW-4's pumps. Weaver Boos recommends that they be overhauled under warranty if they are needed further.
- Based on the overall results obtained, practicably recoverable free product appears to be exhausted. If 1Q2015 is typical of the previous four years, little if any additional free product is anticipated to be recovered.

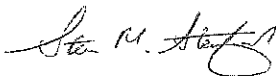
Recommendations

Weaver Boos recommends and requests that the remedial operation be terminated because practicably recoverable free product is exhausted. Operations will continue as directed by ArcelorMittal pending approval of this request for termination.

Weaver Boos appreciates this opportunity to be of service. If there are any comments or questions regarding this report, please do not hesitate to call us at (574) 271-3447.

Very truly yours,

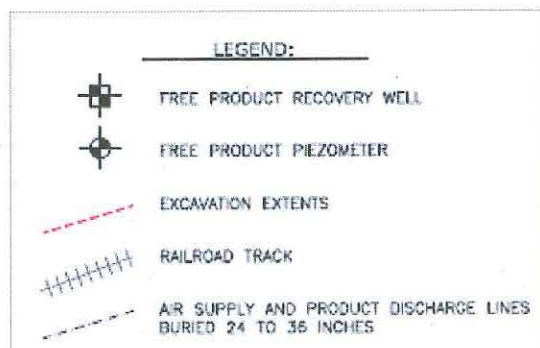
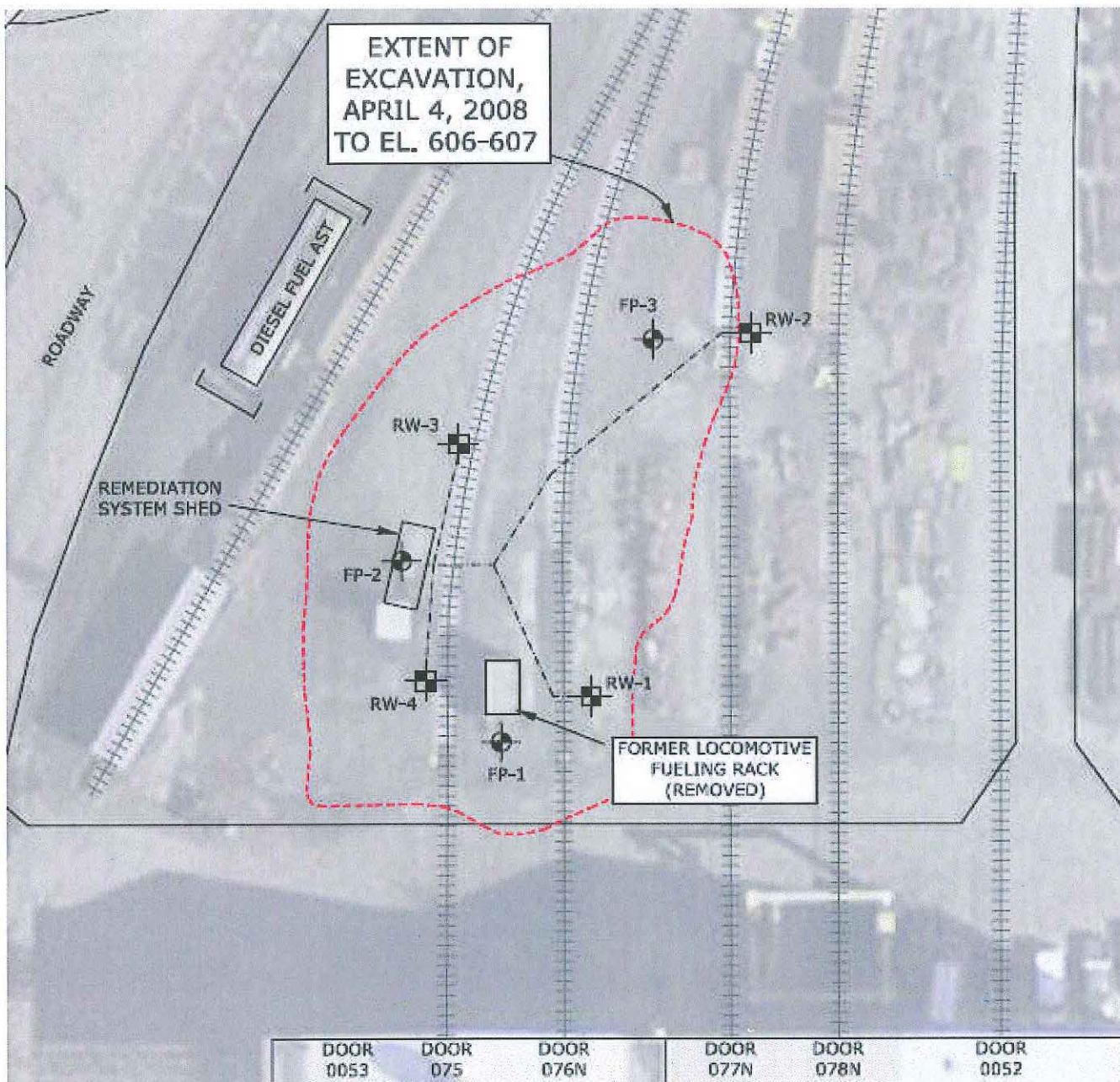
Weaver Boos Consultants, LLC



Steven M. Stanford, LPG
Manager, Granger Environmental Operations

Attachments:

Figure 1 – Remediation System Layout, Locomotive & Mobile Equipment Shop
Figure 2 – Cumulative Free Product Recovery
Figure 3 – Rate of Diesel Fuel Recovery
Figure 4 – Apparent Thickness of Free Product in Wells
Table 1 – Diesel Fuel Free Product Recovery Summary
Table 2 – Apparent Thickness of Free Product in Wells
Appendix A – Weekly Operations and Maintenance Reports



**REMEDIATION SYSTEM LAYOUT
LOCOMOTIVE & MOBILE EQUIPMENT SHOP**

ARCELORMITTAL BURNS HARBOR, LLC
BURNS HARBOR, INDIANA

WEAVER BOOS CONSULTANTS

CHICAGO, IL
FT. WORTH, TX

SOUTH BEND, IN
(574) 271-3447

NAPERVILLE, IL
SPRINGFIELD, IL

DRAWN BY: SMS

DATE: 12/14/09

FILE: 2387354-04

REVIEWED BY: SMS

CAD: SitePL.tcw

FIGURE 1

FIGURE 2
Cumulative Free Product Recovered
Locomotive and Mobile Equipment Shop

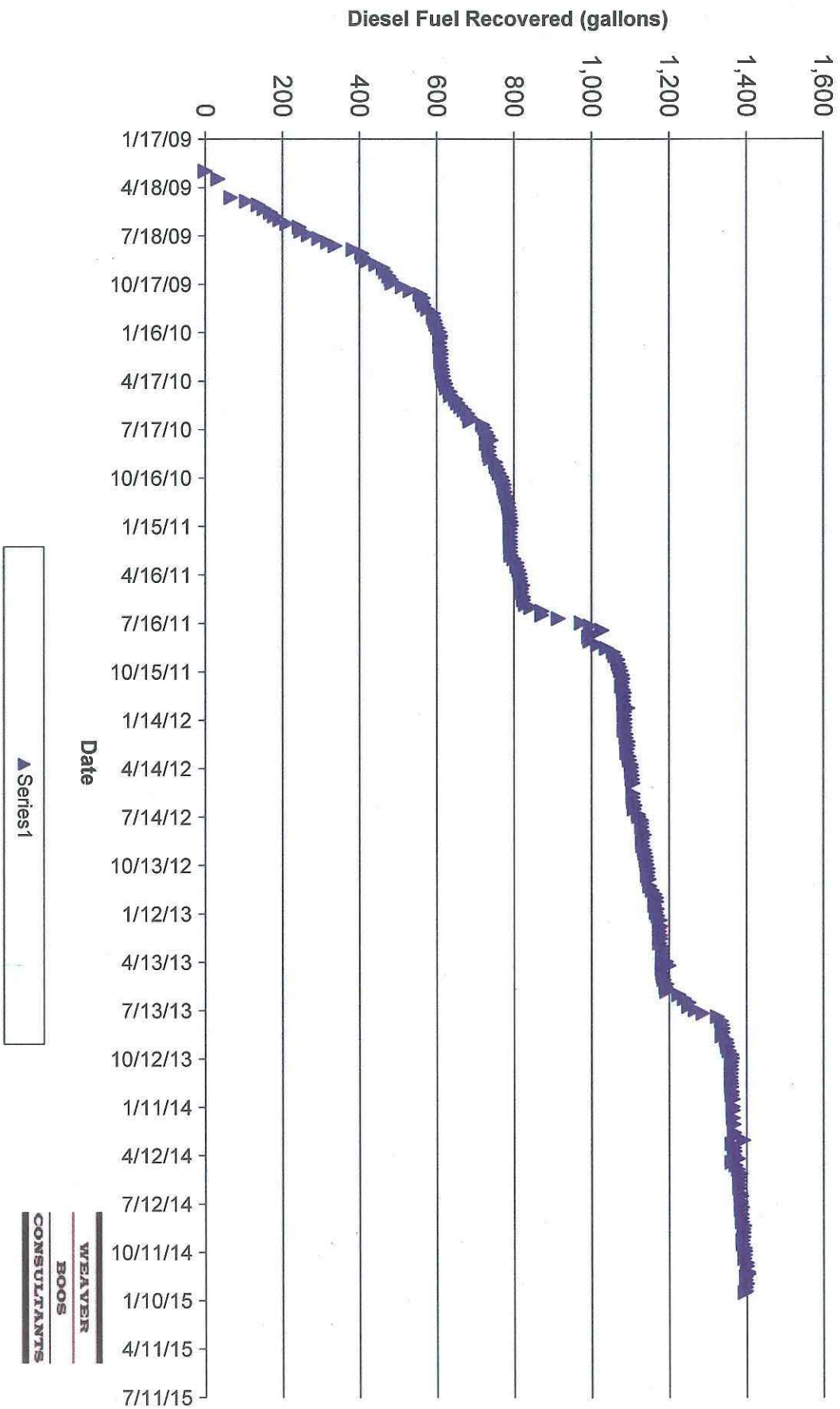


FIGURE 3
Rate of Diesel Fuel Recovery (gallons per day)
Locomotive and Mobile Equipment Shop

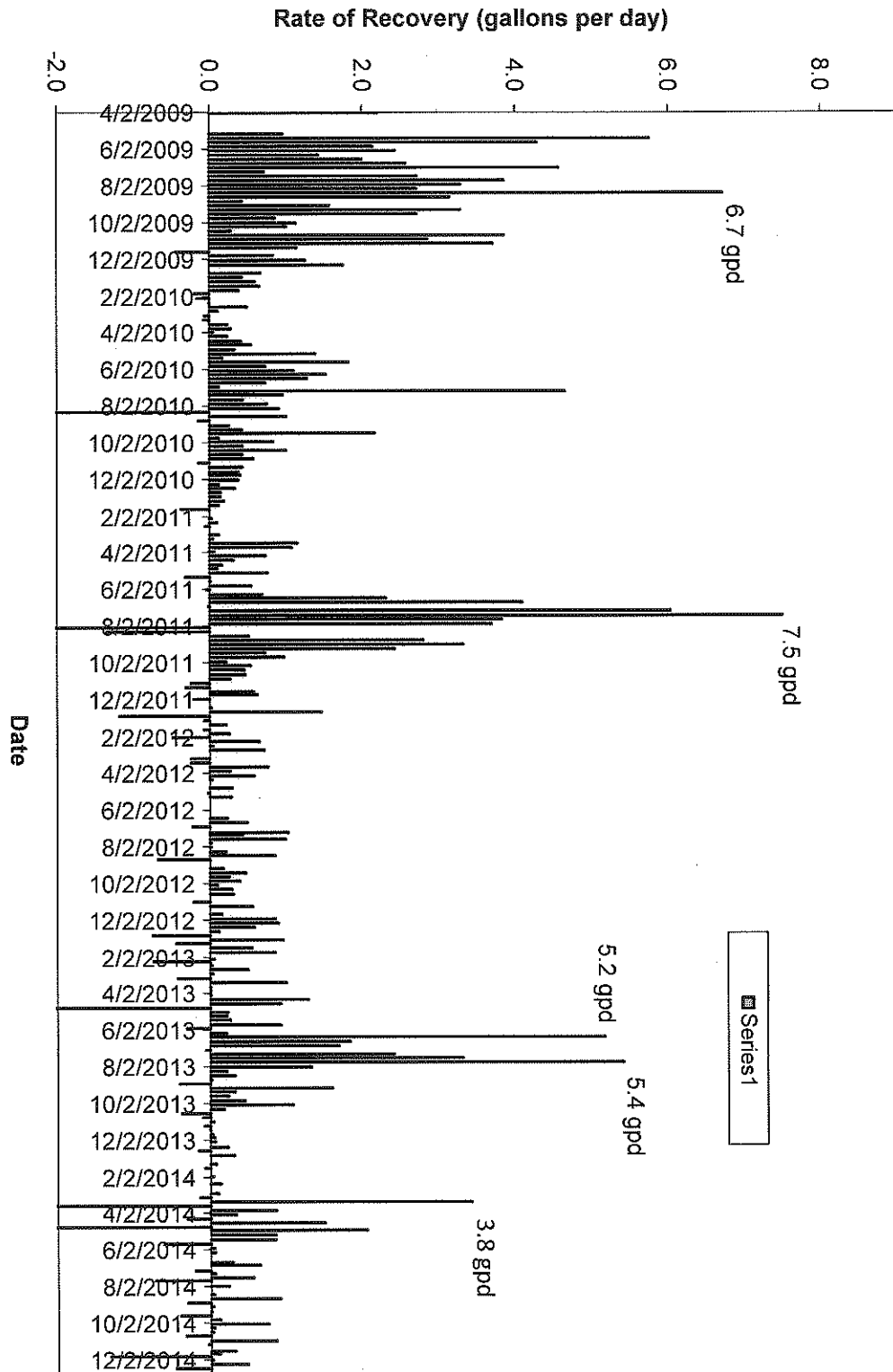
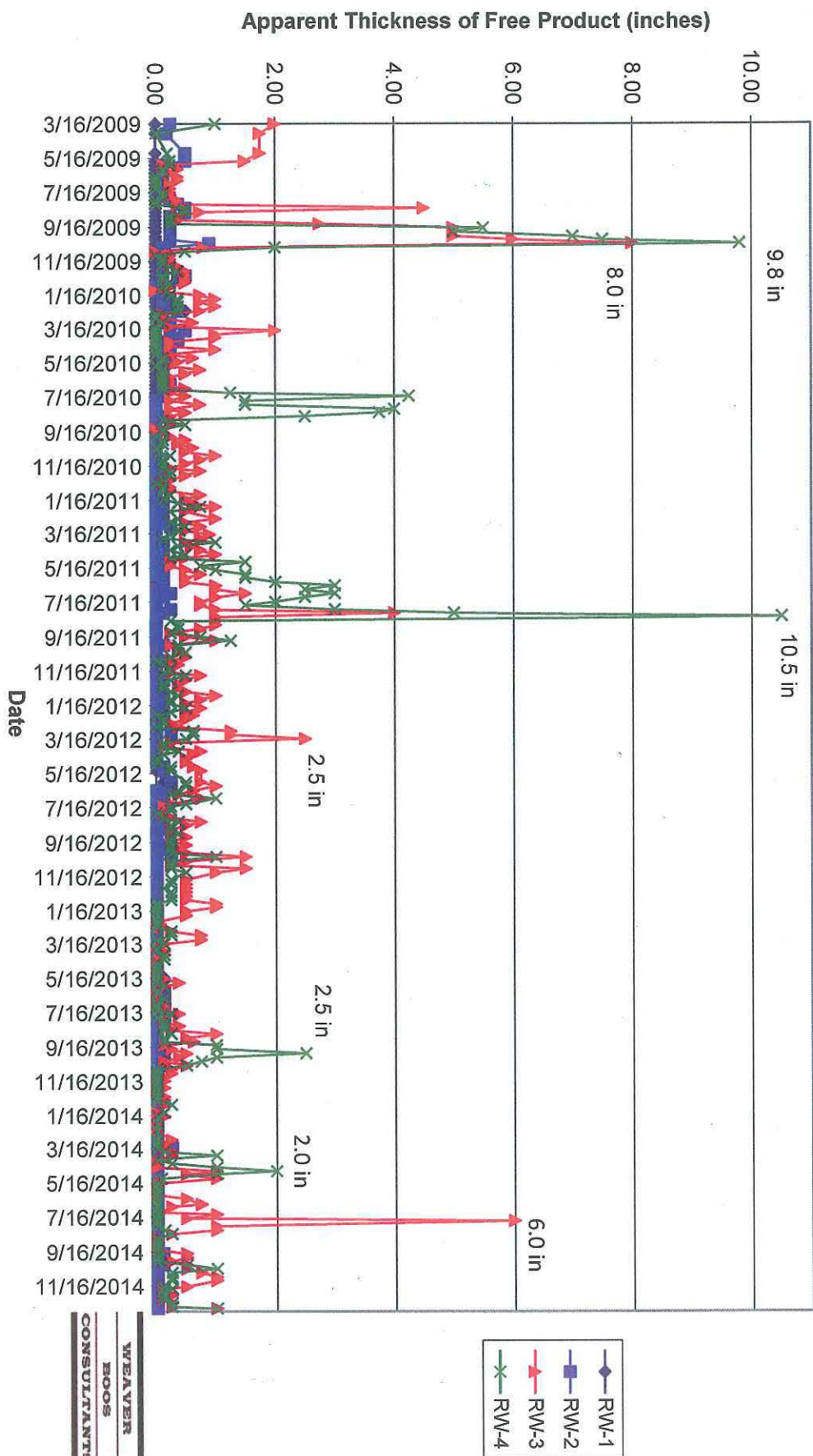


FIGURE 4
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Shop



TABLES

Table 1
Diesel Fuel Free Product Recovery Summary
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Water in Recovery Tank (gallons) | Cumulative Total Ancillary Groundwater Removed from the Subsurface (gallons) | Diesel Fuel Product in Recovery Tank (gallons) | Cumulative Total Diesel Fuel Product Removed from the Subsurface (gallons) |
|------------|----------------------------------|--|--|--|
| 3/18/2009 | 0 | 0 | 0 | 0 |
| 4/2/2009 | 9 | 9 | 33 | 33 |
| 5/7/2009 | 17 | 17 | 67 | 67 |
| 5/14/2009 | 15 | 15 | 107 | 107 |
| 5/21/2009 | 21 | 21 | 137 | 137 |
| 5/28/2009 | 19 | 19 | 152 | 152 |
| 6/4/2009 | 22 | 22 | 169 | 169 |
| 6/11/2009 | 25 | 25 | 179 | 179 |
| 6/18/2009 | 25 | 25 | 193 | 193 |
| 6/25/2009 | 21 | 21 | 211 | 211 |
| 7/2/2009 | 23 | 23 | 243 | 243 |
| 7/9/2009 | 25 | 25 | 248 | 248 |
| 7/16/2009 | 25 | 25 | 267 | 267 |
| 7/23/2009 | 26 | 26 | 294 | 294 |
| 7/30/2009 | 26 | 26 | 317 | 317 |
| 8/6/2009 | 26 | 26 | 336 | 336 |
| 8/13/2009 | 12 | 38 | 47 | 383 |
| 8/20/2009 | 12 | 38 | 69 | 405 |
| 8/27/2009 | 12 | 38 | 72 | 408 |
| 9/3/2009 | 12 | 38 | 83 | 419 |
| 9/10/2009 | 13 | 39 | 106 | 442 |
| 9/17/2009 | 13 | 39 | 125 | 461 |
| 9/24/2009 | 13 | 39 | 131 | 467 |
| 10/2/2009 | 14 | 40 | 140 | 476 |
| 10/8/2009 | 15 | 41 | 146 | 482 |
| 10/15/2009 | 15 | 41 | 148 | 484 |
| 10/22/2009 | 16 | 42 | 175 | 511 |
| 10/29/2009 | 16 | 42 | 195 | 531 |
| 11/5/2009 | 31 | 57 | 221 | 557 |
| 11/12/2009 | 47 | 73 | 229 | 565 |
| 11/19/2009 | 57 | 83 | 226 | 562 |
| 11/25/2009 | 62 | 88 | 231 | 567 |
| 12/3/2009 | 62 | 88 | 241 | 577 |
| 12/11/2009 | 62 | 88 | 255 | 591 |
| 12/18/2009 | 63 | 89 | 255 | 591 |
| 12/24/2009 | 64 | 90 | 259 | 595 |
| 12/31/2009 | 64 | 90 | 262 | 598 |
| 1/7/2010 | 62 | 88 | 266 | 602 |
| 1/15/2010 | 62 | 88 | 271 | 607 |
| 1/22/2010 | 59 | 85 | 274 | 610 |
| 1/27/2010 | 62 | 88 | 273 | 609 |
| 2/4/2010 | 63 | 89 | 272 | 608 |
| 2/12/2010 | 63 | 89 | 272 | 608 |
| 2/18/2010 | 62 | 88 | 275 | 611 |
| 2/25/2010 | 64 | 90 | 276 | 612 |
| 3/5/2010 | 66 | 92 | 275 | 611 |
| 3/12/2010 | 67 | 93 | 274 | 610 |
| 3/19/2010 | 67 | 93 | 276 | 612 |

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Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Water in Recovery Tank (gallons) | Cumulative Total Ancillary Groundwater Removed from the Subsurface (gallons) | Diesel Fuel Product in Recovery Tank (gallons) | Cumulative Total Diesel Fuel Product Removed from the Subsurface (gallons) |
|------------|----------------------------------|--|--|--|
| 3/26/2010 | 68 | 94 | 278 | 614 |
| 4/1/2010 | 69 | 95 | 278 | 614 |
| 4/8/2010 | 70 | 96 | 280 | 616 |
| 4/16/2010 | 70 | 96 | 283 | 619 |
| 4/22/2010 | 70 | 96 | 287 | 623 |
| 4/30/2010 | 70 | 96 | 289 | 625 |
| 5/7/2010 | 71 | 97 | 299 | 635 |
| 5/14/2010 | 73 | 99 | 300 | 636 |
| 5/21/2010 | 73 | 99 | 313 | 649 |
| 5/28/2010 | 75 | 101 | 318 | 654 |
| 6/4/2010 | 75 | 101 | 326 | 662 |
| 6/10/2010 | 75 | 101 | 335 | 671 |
| 6/17/2010 | 75 | 101 | 344 | 680 |
| 6/24/2010 | 3 | 104 | 5 | 685 |
| 7/1/2010 | 3 | 104 | 6 | 686 |
| 7/8/2010 | 6 | 107 | 38 | 718 |
| 7/14/2010 | 29 | 130 | 44 | 724 |
| 7/22/2010 | 42 | 143 | 47 | 727 |
| 7/29/2010 | 98 | 199 | 53 | 733 |
| 8/6/2010 | 151 | 252 | 60 | 740 |
| 8/12/2010 | 204 | 305 | 48 | 728 |
| 8/19/2010 | 245 | 346 | 55 | 735 |
| 8/26/2010 | 286 | 387 | 54 | 734 |
| 9/3/2010 | 313 | 414 | 56 | 736 |
| 9/10/2010 | 327 | 428 | 59 | 739 |
| 9/16/2010 | 7 | 435 | 13 | 752 |
| 9/24/2010 | 9 | 437 | 14 | 753 |
| 9/30/2010 | 13 | 441 | 19 | 758 |
| 10/7/2010 | 15 | 443 | 22 | 761 |
| 10/14/2010 | 18 | 446 | 29 | 768 |
| 10/21/2010 | 19 | 447 | 32 | 771 |
| 10/28/2010 | 21 | 449 | 36 | 775 |
| 11/4/2010 | 19 | 447 | 35 | 774 |
| 11/11/2010 | 19 | 447 | 38 | 777 |
| 11/19/2010 | 21 | 449 | 41 | 780 |
| 11/24/2010 | 22 | 450 | 43 | 782 |
| 12/2/2010 | 22 | 450 | 46 | 785 |
| 12/10/2010 | 22 | 450 | 47 | 786 |
| 12/16/2010 | 22 | 450 | 49 | 788 |
| 12/23/2010 | 22 | 450 | 50 | 789 |
| 12/30/2010 | 22 | 450 | 51 | 790 |
| 1/6/2011 | 22 | 450 | 52 | 791 |
| 1/13/2011 | 22 | 450 | 53 | 792 |
| 1/20/2011 | 23 | 451 | 51 | 790 |
| 1/27/2011 | 23 | 451 | 51 | 790 |
| 2/4/2011 | 24 | 452 | 51 | 790 |
| 2/11/2011 | 24 | 452 | 51 | 790 |
| 2/17/2011 | 25 | 453 | 51 | 790 |
| 2/24/2011 | 25 | 453 | 51 | 790 |
| 3/3/2011 | 26 | 454 | 52 | 791 |

Table 1
Diesel Fuel Free Product Recovery Summary
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Water in Recovery Tank (gallons) | Cumulative Total Ancillary Groundwater Removed from the Subsurface (gallons) | Diesel Fuel Product in Recovery Tank (gallons) | Cumulative Total Diesel Fuel Product Removed from the Subsurface (gallons) |
|------------|----------------------------------|--|--|--|
| 3/10/2011 | 26 | 454 | 52 | 791 |
| 3/17/2011 | 21 | 449 | 60 | 799 |
| 3/24/2011 | 24 | 452 | 68 | 807 |
| 3/31/2011 | 33 | 461 | 68 | 807 |
| 4/7/2011 | 34 | 462 | 73 | 812 |
| 4/14/2011 | 35 | 463 | 75 | 814 |
| 4/22/2011 | 36 | 464 | 77 | 816 |
| 4/28/2011 | 42 | 470 | 77 | 816 |
| 5/5/2011 | 49 | 477 | 83 | 822 |
| 5/12/2011 | 59 | 487 | 80 | 819 |
| 5/19/2011 | 67 | 495 | 81 | 820 |
| 5/27/2011 | 73 | 501 | 85 | 824 |
| 6/2/2011 | 78 | 506 | 85 | 824 |
| 6/10/2011 | 84 | 512 | 90 | 829 |
| 6/16/2011 | 87 | 515 | 104 | 843 |
| 6/23/2011 | 95 | 523 | 133 | 872 |
| 6/30/2011 | 119 | 547 | 132 | 871 |
| 7/7/2011 | 132 | 560 | 175 | 914 |
| 7/15/2011 | 144 | 572 | 235 | 974 |
| 7/21/2011 | 6 | 578 | 23 | 997 |
| 7/29/2011 | 15 | 587 | 52 | 1,026 |
| 8/4/2011 | 64 | 636 | 28 | 1,002 |
| 8/11/2011 | 107 | 679 | 18 | 992 |
| 8/18/2011 | 119 | 691 | 22 | 996 |
| 8/25/2011 | 122 | 694 | 42 | 1,016 |
| 9/1/2011 | 122 | 694 | 65 | 1,039 |
| 9/8/2011 | 124 | 696 | 82 | 1,056 |
| 9/15/2011 | 124 | 696 | 87 | 1,061 |
| 9/22/2011 | 124 | 696 | 94 | 1,068 |
| 9/30/2011 | 124 | 696 | 95 | 1,069 |
| 10/6/2011 | 119 | 691 | 98 | 1,072 |
| 10/13/2011 | 119 | 691 | 102 | 1,076 |
| 10/21/2011 | 122 | 694 | 105 | 1,079 |
| 10/28/2011 | 124 | 696 | 107 | 1,081 |
| 11/4/2011 | 126 | 698 | 106 | 1,080 |
| 11/11/2011 | 128 | 700 | 103 | 1,077 |
| 11/18/2011 | 125 | 697 | 107 | 1,081 |
| 11/23/2011 | 122 | 694 | 110 | 1,084 |
| 12/1/2011 | 122 | 694 | 109 | 1,083 |
| 12/8/2011 | 122 | 694 | 109 | 1,083 |
| 12/15/2011 | 124 | 696 | 109 | 1,083 |
| 12/22/2011 | 112 | 684 | 119 | 1,093 |
| 12/29/2011 | 127 | 699 | 111 | 1,085 |
| 1/5/2012 | 129 | 701 | 110 | 1,084 |
| 1/12/2012 | 129 | 701 | 112 | 1,086 |
| 1/20/2012 | 132 | 704 | 111 | 1,085 |
| 1/27/2012 | 132 | 704 | 113 | 1,087 |
| 2/2/2012 | 135 | 707 | 110 | 1,084 |
| 2/9/2012 | 132 | 704 | 115 | 1,089 |
| 2/16/2012 | 133 | 705 | 115 | 1,089 |

Table 1
Diesel Fuel Free Product Recovery Summary
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Water in Recovery Tank (gallons) | Cumulative Total Ancillary Groundwater Removed from the Subsurface (gallons) | Diesel Fuel Product in Recovery Tank (gallons) | Cumulative Total Diesel Fuel Product Removed from the Subsurface (gallons) |
|------------|----------------------------------|--|--|--|
| 2/23/2012 | 132 | 704 | 120 | 1,094 |
| 3/1/2012 | 132 | 704 | 120 | 1,094 |
| 3/8/2012 | 132 | 704 | 118 | 1,092 |
| 3/15/2012 | 132 | 704 | 116 | 1,090 |
| 3/22/2012 | 133 | 705 | 122 | 1,096 |
| 3/29/2012 | 135 | 707 | 124 | 1,098 |
| 4/6/2012 | 132 | 704 | 128 | 1,102 |
| 4/12/2012 | 132 | 704 | 128 | 1,102 |
| 4/19/2012 | 132 | 704 | 128 | 1,102 |
| 4/26/2012 | 135 | 707 | 131 | 1,105 |
| 5/4/2012 | 136 | 708 | 130 | 1,104 |
| 5/11/2012 | 136 | 708 | 132 | 1,106 |
| 5/31/2012 | 136 | 708 | 132 | 1,106 |
| 6/7/2012 | 136 | 708 | 132 | 1,106 |
| 6/15/2012 | 138 | 710 | 134 | 1,108 |
| 6/22/2012 | 138 | 710 | 138 | 1,112 |
| 6/29/2012 | 140 | 712 | 136 | 1,110 |
| 7/9/2012 | 140 | 712 | 146 | 1,120 |
| 7/13/2012 | 140 | 712 | 148 | 1,122 |
| 7/20/2012 | 141 | 713 | 155 | 1,129 |
| 7/26/2012 | 143 | 715 | 155 | 1,129 |
| 8/2/2012 | 144 | 716 | 155 | 1,129 |
| 8/10/2012 | 144 | 716 | 157 | 1,131 |
| 8/16/2012 | 144 | 716 | 162 | 1,136 |
| 8/23/2012 | 151 | 723 | 157 | 1,131 |
| 8/30/2012 | 151 | 723 | 157 | 1,131 |
| 9/6/2012 | 0 | 723 | 1 | 1,132 |
| 9/14/2012 | 1 | 724 | 5 | 1,136 |
| 9/20/2012 | 4 | 727 | 7 | 1,138 |
| 9/27/2012 | 5 | 728 | 9 | 1,140 |
| 10/4/2012 | 5 | 728 | 10 | 1,141 |
| 10/11/2012 | 5 | 728 | 12 | 1,143 |
| 10/19/2012 | 6 | 729 | 15 | 1,146 |
| 10/26/2012 | 6 | 729 | 15 | 1,146 |
| 11/1/2012 | 7 | 730 | 13 | 1,144 |
| 11/8/2012 | 7 | 730 | 17 | 1,148 |
| 11/21/2012 | 7 | 730 | 19 | 1,150 |
| 11/29/2012 | 47 | 770 | 26 | 1,157 |
| 12/6/2012 | 78 | 801 | 32 | 1,163 |
| 12/13/2012 | 89 | 812 | 36 | 1,167 |
| 12/20/2012 | 108 | 831 | 37 | 1,168 |
| 12/27/2012 | 119 | 842 | 32 | 1,163 |
| 1/3/2013 | 122 | 845 | 38 | 1,169 |
| 1/9/2013 | 135 | 858 | 36 | 1,167 |
| 1/16/2013 | 148 | 871 | 39 | 1,170 |
| 1/24/2013 | 151 | 874 | 46 | 1,177 |
| 2/4/2013 | 164 | 887 | 47 | 1,178 |
| 2/8/2013 | 177 | 900 | 44 | 1,175 |
| 2/14/2013 | 184 | 907 | 44 | 1,175 |
| 2/21/2013 | 184 | 907 | 47 | 1,178 |

Table 1
Diesel Fuel Free Product Recovery Summary
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Water in Recovery Tank (gallons) | Cumulative Total Ancillary Groundwater Removed from the Subsurface (gallons) | Diesel Fuel Product in Recovery Tank (gallons) | Cumulative Total Diesel Fuel Product Removed from the Subsurface (gallons) |
|------------|----------------------------------|--|--|--|
| 2/28/2013 | 197 | 920 | 48 | 1,179 |
| 3/8/2013 | 201 | 924 | 44 | 1,175 |
| 3/15/2013 | 207 | 930 | 51 | 1,182 |
| 3/22/2013 | 214 | 937 | 51 | 1,182 |
| 3/28/2013 | 221 | 944 | 51 | 1,182 |
| 4/4/2013 | 224 | 947 | 51 | 1,182 |
| 4/12/2013 | 224 | 947 | 62 | 1,193 |
| 4/19/2013 | 252 | 975 | 68 | 1,199 |
| 4/26/2013 | 289 | 1,012 | 51 | 1,182 |
| 5/3/2013 | 301 | 1,024 | 52 | 1,183 |
| 5/9/2013 | 301 | 1,024 | 54 | 1,185 |
| 5/16/2013 | 7 | 1,031 | 1 | 1,186 |
| 5/24/2013 | 12 | 1,036 | 9 | 1,194 |
| 5/30/2013 | 21 | 1,045 | 7 | 1,192 |
| 6/7/2013 | 28 | 1,052 | 9 | 1,194 |
| 6/13/2013 | 38 | 1,062 | 40 | 1,225 |
| 6/21/2013 | 62 | 1,086 | 54 | 1,239 |
| 6/28/2013 | 87 | 1,111 | 66 | 1,251 |
| 7/5/2013 | 122 | 1,146 | 66 | 1,251 |
| 7/12/2013 | 132 | 1,156 | 82 | 1,267 |
| 7/18/2013 | 146 | 1,170 | 102 | 1,287 |
| 7/25/2013 | 149 | 1,173 | 140 | 1,325 |
| 8/2/2013 | 156 | 1,180 | 151 | 1,336 |
| 8/9/2013 | 163 | 1,187 | 152 | 1,337 |
| 8/16/2013 | 167 | 1,191 | 154 | 1,339 |
| 8/23/2013 | 174 | 1,198 | 154 | 1,339 |
| 8/30/2013 | 187 | 1,211 | 152 | 1,337 |
| 9/6/2013 | 184 | 1,208 | 163 | 1,348 |
| 9/12/2013 | 1 | 1,209 | 2 | 1,350 |
| 9/19/2013 | 3 | 1,211 | 3 | 1,351 |
| 9/27/2013 | 5 | 1,213 | 7 | 1,355 |
| 10/4/2013 | 6 | 1,214 | 15 | 1,363 |
| 10/11/2013 | 7 | 1,215 | 16 | 1,364 |
| 10/18/2013 | 7 | 1,215 | 13 | 1,361 |
| 10/25/2013 | 8 | 1,216 | 13 | 1,361 |
| 11/1/2013 | 9 | 1,217 | 13 | 1,361 |
| 11/8/2013 | 10 | 1,218 | 12 | 1,360 |
| 11/15/2013 | 10 | 1,218 | 12 | 1,360 |
| 11/22/2013 | 11 | 1,219 | 12 | 1,360 |
| 11/27/2013 | 12 | 1,220 | 13 | 1,361 |
| 12/4/2013 | 12 | 1,220 | 13 | 1,361 |
| 12/13/2013 | 10 | 1,218 | 15 | 1,363 |
| 12/19/2013 | 10 | 1,218 | 14 | 1,362 |
| 12/27/2013 | 12 | 1,220 | 17 | 1,365 |
| 1/10/2014 | 12 | 1,220 | 18 | 1,366 |
| 1/17/2014 | 12 | 1,220 | 17 | 1,365 |
| 1/31/2014 | 12 | 1,220 | 18 | 1,366 |
| 2/12/2014 | 13 | 1,221 | 19 | 1,367 |
| 2/28/2014 | 15 | 1,223 | 21 | 1,369 |
| 3/7/2014 | 18 | 1,226 | 20 | 1,368 |

Table 1
Diesel Fuel Free Product Recovery Summary
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Water in Recovery Tank (gallons) | Cumulative Total Ancillary Groundwater Removed from the Subsurface (gallons) | Diesel Fuel Product in Recovery Tank (gallons) | Cumulative Total Diesel Fuel Product Removed from the Subsurface (gallons) |
|--------------------|----------------------------------|--|--|--|
| 3/14/2014 | 29 | 1,237 | 44 | 1,392 |
| 3/21/2014 | 75 | 1,283 | 14 | 1,362 |
| 3/28/2014 | 78 | 1,286 | 20 | 1,368 |
| 4/4/2014 | 135 | 1,343 | 23 | 1,371 |
| 4/11/2014 | 207 | 1,415 | 20 | 1,368 |
| 4/18/2014 | 245 | 1,453 | 31 | 1,379 |
| 4/25/2014 | 259 | 1,467 | 14 | 1,362 |
| 4/30/2014 | 269 | 1,477 | 24 | 1,372 |
| 5/8/2014 | 269 | 1,477 | 31 | 1,379 |
| 5/16/2014 | 272 | 1,480 | 38 | 1,386 |
| 5/23/2014 | 320 | 1,528 | 33 | 1,381 |
| 5/30/2014 | 385 | 1,593 | 34 | 1,382 |
| 6/6/2014 | 5 | 1,598 | 0 | 1,382 |
| 6/13/2014 | 10 | 1,603 | 0 | 1,382 |
| 6/23/2014 | 7 | 1,600 | 3 | 1,385 |
| 6/27/2014 | 5 | 1,598 | 5 | 1,387 |
| 7/7/2014 | 13 | 1,606 | 3 | 1,385 |
| 7/11/2014 | 17 | 1,610 | 4 | 1,386 |
| 7/18/2014 | 17 | 1,610 | 8 | 1,390 |
| 7/23/2014 | 23 | 1,616 | 4 | 1,386 |
| 8/1/2014 | 23 | 1,616 | 6 | 1,388 |
| 8/8/2014 | 23 | 1,616 | 6 | 1,388 |
| 8/15/2014 | 26 | 1,619 | 6 | 1,388 |
| 8/22/2014 | 49 | 1,642 | 13 | 1,395 |
| 8/29/2014 | 59 | 1,652 | 11 | 1,393 |
| 9/4/2014 | 64 | 1,657 | 11 | 1,393 |
| 9/12/2014 | 67 | 1,660 | 11 | 1,393 |
| 9/19/2014 | 70 | 1,663 | 8 | 1,390 |
| 9/26/2014 | 78 | 1,671 | 9 | 1,391 |
| 10/3/2014 | 78 | 1,671 | 14 | 1,396 |
| 10/9/2014 | 84 | 1,677 | 15 | 1,397 |
| 10/16/2014 | 89 | 1,682 | 15 | 1,397 |
| 10/23/2014 | 119 | 1,712 | 12 | 1,394 |
| 10/31/2014 | 138 | 1,731 | 19 | 1,401 |
| 11/6/2014 | 132 | 1,725 | 19 | 1,401 |
| 11/17/2014 | 138 | 1,731 | 23 | 1,405 |
| 11/21/2014 | 157 | 1,750 | 23 | 1,405 |
| 11/26/2014 | 167 | 1,760 | 17 | 1,399 |
| 12/2/2014 | 177 | 1,770 | 17 | 1,399 |
| 12/9/2014 | 180 | 1,773 | 20 | 1,402 |
| 12/16/2014 | 194 | 1,787 | 17 | 1,399 |
| 12/23/2014 | 201 | 1,794 | 17 | 1,399 |
| 12/26/2014 | 207 | 1,800 | 14 | 1,396 |
| GRAND TOTAL | | | | 1,396 |

Note 1: The volume of water and diesel fuel contained in the tanks is based on dipstick measurements to the nearest 0.25 inch. The quantity of water is estimated using water-finding paste applied to the lower portion of the dipstick. Dipstick measurements are converted to gallons using a tank chart.

Note 2: Tank emptied on August 6, 2009, June 17, 2010, September 10, 2010, July 15, 2011, August 30, 2012, May 9, 2013, September 6, 2013, and May 31, 2014

Table 2
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Apparent Thickness of Free Product Observed in Recovery Wells (Inches) | | | |
|------------|---|-------|-------|-------|
| | RW-1 | RW-2 | RW-3 | RW-4 |
| 3/16/2009 | 0.00 | 0.25 | 2.00 | 1.00 |
| 4/2/2009 | 0.00 | 0.19 | 1.75 | 0.01 |
| 5/7/2009 | 0.00 | 0.50 | 1.75 | 0.20 |
| 5/21/2009 | 0.00 | 0.50 | 1.50 | 0.25 |
| 5/28/2009 | 0.00 | 0.13 | 0.13 | 0.25 |
| 6/4/2009 | 0.005 | 0.13 | 0.38 | 0.13 |
| 6/11/2009 | Not Measured | 0.13 | 0.25 | 0.13 |
| 6/18/2009 | 0.005 | 0.13 | 0.38 | 0.005 |
| 6/25/2009 | 0.005 | 0.13 | 0.38 | 0.005 |
| 7/2/2009 | 0.005 | 0.13 | 0.25 | 0.005 |
| 7/9/2009 | 0.005 | 0.13 | 0.25 | 0.005 |
| 7/16/2009 | 0.005 | 0.13 | 0.25 | 0.13 |
| 7/23/2009 | 0.005 | 0.13 | 0.25 | 0.13 |
| 7/30/2009 | 0.005 | 0.25 | 0.375 | 0.005 |
| 8/6/2009 | 0.005 | 0.375 | 0.375 | 0.005 |
| 8/13/2009 | 0.005 | 0.5 | 4.5 | 0.5 |
| 8/20/2009 | 0.005 | 0.5 | 0.75 | 0.5 |
| 8/27/2009 | 0.005 | 0.25 | 0.375 | 0.25 |
| 9/3/2009 | 0.005 | 0.25 | 0.375 | 0.25 |
| 9/10/2009 | 0.005 | 0.25 | 2.75 | 0.25 |
| 9/17/2009 | 0.005 | 0.25 | 5.0 | 5.5 |
| 9/24/2009 | 0.005 | 0.25 | 5.0 | 5.0 |
| 10/2/2009 | 0.005 | 0.25 | 5.0 | 7.0 |
| 10/8/2009 | 0.005 | 0.25 | 6.0 | 7.5 |
| 10/15/2009 | 0.005 | 0.9 | 8.0 | 9.8 |
| 10/22/2009 | 0.005 | 0.125 | 0.8 | 2.0 |
| 10/29/2009 | 0.19 | 0.125 | 0.005 | 0.5 |
| 11/5/2009 | 0.005 | 0.125 | 0.25 | 0.005 |
| 11/12/2009 | 0.005 | 0.125 | 0.25 | 0.125 |
| 11/19/2009 | 0.005 | 0.125 | 0.25 | 0.125 |
| 11/25/2009 | 0.005 | 0.125 | 0.375 | 0.25 |
| 12/3/2009 | 0.005 | 0.125 | 0.5 | 0.375 |
| 12/11/2009 | 0.005 | 0.5 | 0.5 | 0.125 |
| 12/18/2009 | 0.005 | 0.38 | 0.5 | 0.125 |
| 12/24/2009 | 0.005 | 0.125 | 0.5 | 0.25 |
| 12/31/2009 | 0.005 | 0.005 | 0.25 | 0.125 |
| 1/7/2010 | 0.005 | --- | --- | 0.188 |
| 1/15/2010 | 0.005 | 0.125 | 0.75 | 0.25 |
| 1/22/2010 | 0.005 | 0.25 | 1.0 | 0.375 |
| 1/27/2010 | 0.005 | 0.125 | 0.75 | 0.375 |
| 2/4/2010 | 0.005 | 0.25 | 1.0 | 0.375 |
| 2/12/2010 | 0.50 | 0.375 | 0.75 | 0.375 |
| 2/18/2010 | 0.005 | 0.125 | 0.125 | 0.005 |
| 2/25/2010 | 0.005 | 0.125 | 0.125 | 0.005 |
| 3/5/2010 | 0.125 | 0.25 | 0.625 | 0.125 |
| 3/12/2010 | 0.005 | 0.25 | 0.25 | 0.005 |
| 3/19/2010 | 0.005 | 0.5 | 2.0 | 0.005 |
| 3/26/2010 | 0.005 | 0.25 | 1.0 | 0.005 |

Table 2
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Apparent Thickness of Free Product Observed in Recovery Wells (Inches) | | | |
|------------|---|-------|-------|--------|
| | RW-1 | RW-2 | RW-3 | RW-4 |
| 4/1/2010 | 0.005 | 0.38 | 1.0 | 0.005 |
| 4/8/2010 | 0.125 | 0.375 | 0.25 | 0.005 |
| 4/16/2010 | 0.005 | 0.125 | 0.25 | 0.005 |
| 4/22/2010 | 0.005 | 0.25 | 1.0 | 0.0125 |
| 4/30/2010 | 0.005 | 0.13 | 0.25 | 0.005 |
| 5/7/2010 | 0.005 | 0.25 | 0.625 | 0.125 |
| 5/14/2010 | 0.125 | 0.25 | 0.375 | 0.125 |
| 5/21/2010 | 0.005 | 0.13 | 0.25 | 0.005 |
| 5/28/2010 | 0.005 | 0.125 | 0.75 | 0.125 |
| 6/4/2010 | 0.005 | 0.125 | 0.50 | 0.125 |
| 6/10/2010 | 0.005 | 0.125 | 0.25 | 0.125 |
| 6/17/2010 | 0.005 | 0.125 | 0.25 | 0.125 |
| 6/24/2010 | 0.005 | 0.25 | 0.25 | 0.125 |
| 7/1/2010 | 0.005 | 0.125 | 0.50 | 0.125 |
| 7/8/2010 | 0.005 | 0.125 | 0.25 | 1.25 |
| 7/14/2010 | 0.005 | 0.125 | 0.50 | 4.25 |
| 7/22/2010 | 0.005 | 0.005 | 0.25 | 1.50 |
| 7/29/2010 | 0.005 | 0.005 | 0.75 | 1.50 |
| 8/6/2010 | 0.005 | 0.005 | 0.25 | 4.00 |
| 8/12/2010 | 0.005 | 0.005 | 0.50 | 3.75 |
| 8/19/2010 | 0.005 | 0.125 | 0.25 | 2.50 |
| 8/26/2010 | 0.005 | 0.005 | 0.25 | 0.13 |
| 9/3/2010 | 0.005 | 0.005 | 0.25 | 0.50 |
| 9/10/2010 | 0.005 | 0.005 | 0.005 | 0.13 |
| 9/16/2010 | 0.005 | 0.005 | 0.13 | 0.13 |
| 9/24/2010 | 0.005 | 0.005 | 0.25 | 0.005 |
| 9/30/2010 | 0.005 | 0.005 | 0.50 | 0.125 |
| 10/7/2010 | 0.005 | 0.005 | 0.375 | 0.125 |
| 10/14/2010 | 0.005 | 0.005 | 0.625 | 0.005 |
| 10/21/2010 | 0.005 | 0.005 | 0.500 | 0.063 |
| 10/28/2010 | 0.005 | 0.005 | 1.0 | 0.25 |
| 11/4/2010 | 0.005 | 0.005 | 0.75 | 0.125 |
| 11/11/2010 | 0.005 | 0.005 | 0.50 | 0.125 |
| 11/19/2010 | 0.005 | 0.005 | 0.25 | 0.125 |
| 11/24/2010 | 0.005 | 0.125 | 0.75 | 0.25 |
| 12/2/2010 | 0.005 | 0.125 | 0.5 | 0.25 |
| 12/10/2010 | 0.005 | 0.005 | 0.25 | 0.125 |
| 12/16/2010 | 0.005 | 0.125 | 0.125 | 0.005 |
| 12/23/2010 | 0.005 | 0.125 | 0.25 | 0.125 |
| 12/30/2010 | 0.005 | 0.005 | 0.25 | 0.125 |
| 1/6/2011 | 0.005 | 0.005 | 0.75 | 0.25 |
| 1/13/2011 | 0.005 | 0.005 | 0.5 | 0.125 |
| 1/20/2011 | 0.005 | 0.125 | 0.625 | 0.375 |
| 1/27/2011 | 0.005 | 0.125 | 1.0 | 0.75 |
| 2/4/2011 | 0.005 | 0.005 | 0.5 | 0.25 |
| 2/17/2011 | 0.005 | 0.125 | 1.0 | 0.375 |
| 2/24/2011 | 0.125 | 0.005 | 0.5 | 0.25 |
| 3/3/2011 | 0.005 | 0.25 | 0.75 | 0.5 |
| 3/10/2011 | 0.005 | 0.005 | 0.5 | 0.4 |
| 3/17/2011 | 0.01 | 0.005 | 0.9 | 0.25 |

Table 2
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Apparent Thickness of Free Product Observed in Recovery Wells (Inches) | | | |
|------------|---|--------------|-------|-------|
| | RW-1 | RW-2 | RW-3 | RW-4 |
| 3/24/2011 | 0.005 | 0.005 | 0.75 | 0.125 |
| 3/31/2011 | 0.125 | 0.005 | 0.5 | 1.0 |
| 4/7/2011 | 0.005 | 0.125 | 0.6 | 0.375 |
| 4/14/2011 | 0.005 | 0.005 | 0.75 | 0.25 |
| 4/22/2011 | 0.005 | 0.005 | 1.0 | 0.5 |
| 4/28/2011 | 0.005 | 0.125 | 0.5 | 0.25 |
| 5/5/2011 | 0.005 | 0.005 | 0.25 | 1.5 |
| 5/12/2011 | 0.005 | 0.005 | 0.25 | 0.75 |
| 5/19/2011 | 0.005 | 0.125 | 0.5 | 1.0 |
| 5/27/2011 | 0.005 | 0.005 | 0.75 | 1.5 |
| 6/2/2011 | 0.005 | 0.125 | 0.5 | 1.5 |
| 6/10/2011 | 0.005 | 0.125 | 0.5 | 2.0 |
| 6/16/2011 | 0.005 | 0.125 | 1.0 | 3.0 |
| 6/23/2011 | 0.005 | 0.005 | 1.0 | 2.5 |
| 6/30/2011 | 0.005 | 0.25 | 1.5 | 3.0 |
| 7/7/2011 | 0.005 | 0.125 | 1.0 | 2.5 |
| 7/15/2011 | 0.005 | 0.005 | 0.75 | 2.0 |
| 7/21/2011 | 0.005 | 0.005 | 0.75 | 1.5 |
| 7/29/2011 | 0.005 | 0.25 | 1.0 | 3.0 |
| 8/4/2011 | 0.005 | 0.125 | 4.0 | 5.0 |
| 8/11/2011 | 0.005 | 0.005 | 1.0 | 10.5 |
| 8/18/2011 | 0.005 | 0.005 | 1.0 | 0.25 |
| 8/25/2011 | 0.005 | Not Measured | 1.0 | 0.375 |
| 9/1/2011 | 0.005 | Not Measured | 0.75 | 0.375 |
| 9/8/2011 | 0.005 | Not Measured | 0.25 | 0.25 |
| 9/15/2011 | 0.005 | Not Measured | 0.5 | 0.75 |
| 9/22/2011 | 0.005 | Not Measured | 1.0 | 1.25 |
| 9/30/2011 | 0.005 | 0.125 | 0.25 | 0.375 |
| 10/6/2011 | 0.005 | 0.005 | 0.375 | 0.375 |
| 10/13/2011 | 0.005 | 0.005 | 0.375 | 0.50 |
| 10/21/2011 | 0.005 | 0.005 | 0.50 | 0.25 |
| 10/28/2011 | 0.005 | 0.125 | 0.25 | 0.005 |
| 11/4/2011 | 0.005 | 0.005 | 0.375 | 0.125 |
| 11/11/2011 | 0.005 | 0.005 | 0.250 | 0.250 |
| 11/18/2011 | 0.005 | 0.005 | 0.250 | 0.125 |
| 11/23/2011 | 0.005 | 0.005 | 0.75 | 0.50 |
| 12/1/2011 | 0.005 | 0.125 | 0.50 | 0.25 |
| 12/8/2011 | 0.005 | 0.005 | 0.375 | 0.125 |
| 12/15/2011 | 0.005 | 0.005 | 0.375 | 0.125 |
| 12/22/2011 | 0.005 | 0.005 | 0.5 | 0.25 |
| 12/29/2011 | 0.005 | 0.125 | 1.0 | 0.375 |
| 1/5/2012 | 0.005 | 0.005 | 0.75 | 0.25 |
| 1/12/2012 | 0.005 | 0.125 | 0.50 | 0.25 |
| 1/20/2012 | 0.005 | 0.125 | 0.75 | 0.50 |
| 1/27/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 2/2/2012 | 0.005 | 0.125 | 0.625 | 0.005 |
| 2/9/2012 | 0.005 | 0.005 | 0.50 | 0.125 |
| 2/16/2012 | 0.005 | 0.005 | 0.25 | 0.125 |
| 2/23/2012 | 0.005 | 0.005 | 0.375 | 0.005 |
| 3/1/2012 | 0.005 | 0.25 | 1.25 | 0.625 |

Table 2
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Apparent Thickness of Free Product Observed in Recovery Wells (Inches) | | | |
|------------|---|-------|-------|-------|
| | RW-1 | RW-2 | RW-3 | RW-4 |
| 3/8/2012 | 0.005 | 0.25 | 1.25 | 0.625 |
| 3/15/2012 | 0.005 | 0.005 | 2.5 | 0.5 |
| 3/22/2012 | 0.005 | 0.005 | 0.25 | 0.125 |
| 3/29/2012 | 0.005 | 0.005 | 0.13 | 0.125 |
| 4/6/2012 | 0.005 | 0.005 | 0.750 | 0.375 |
| 4/12/2012 | 0.005 | 0.005 | 0.625 | 0.125 |
| 4/19/2012 | 0.005 | 0.005 | 0.50 | 0.005 |
| 4/26/2012 | 0.005 | 0.005 | 0.50 | 0.005 |
| 5/4/2012 | 0.005 | 0.125 | 0.625 | 0.25 |
| 5/11/2012 | 0.005 | 0.125 | 0.750 | 0.25 |
| 5/31/2012 | 0.125 | 0.25 | 0.75 | 0.50 |
| 6/7/2012 | 0.125 | 0.25 | 1.00 | 0.50 |
| 6/15/2012 | 0.005 | 0.005 | 0.625 | 0.375 |
| 6/22/2012 | 0.005 | 0.125 | 0.375 | 0.25 |
| 6/29/2012 | 0.005 | 0.125 | 0.75 | 1.0 |
| 7/9/2012 | 0.005 | 0.005 | 0.25 | 0.5 |
| 7/13/2012 | 0.005 | 0.005 | 0.125 | 0.25 |
| 7/20/2012 | 0.005 | 0.005 | 0.125 | 0.25 |
| 7/26/2012 | 0.005 | 0.005 | 0.125 | 0.005 |
| 8/2/2012 | 0.005 | 0.005 | 0.25 | 0.125 |
| 8/10/2012 | 0.005 | 0.005 | 0.75 | 0.375 |
| 8/16/2012 | 0.005 | 0.125 | 0.50 | 0.25 |
| 8/23/2012 | 0.005 | 0.060 | 0.25 | 0.25 |
| 8/30/2012 | 0.005 | N/A | 0.25 | 0.375 |
| 9/6/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 9/14/2012 | 0.005 | 0.005 | 0.25 | 0.25 |
| 9/20/2012 | 0.005 | 0.125 | 0.50 | 0.25 |
| 9/27/2012 | 0.005 | 0.125 | 0.375 | 0.25 |
| 10/4/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 10/11/2012 | 0.005 | 0.25 | 1.50 | 1.00 |
| 10/19/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 10/26/2012 | 0.005 | 0.005 | 0.25 | 0.25 |
| 11/1/2012 | 0.005 | 0.005 | 1.50 | 0.25 |
| 11/8/2012 | 0.005 | 0.005 | 1.00 | 0.50 |
| 11/21/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 11/29/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 12/6/2012 | 0.005 | 0.005 | 0.50 | 0.13 |
| 12/13/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 12/20/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 12/27/2012 | 0.005 | 0.005 | 0.50 | 0.25 |
| 1/3/2013 | 0.005 | 0.005 | 1.00 | 0.005 |
| 1/9/2013 | 0.005 | 0.005 | 1.00 | 0.005 |
| 1/16/2013 | 0.005 | 0.005 | 0.5 | 0.005 |
| 1/24/2013 | 0.005 | 0.005 | 0.5 | 0.005 |
| 2/4/2013 | 0.005 | 0.005 | 0.005 | 0.005 |
| 2/8/2013 | 0.005 | 0.005 | 0.06 | 0.005 |
| 2/14/2013 | 0.005 | 0.005 | 0.06 | 0.005 |
| 2/21/2013 | 0.00 | 0.00 | 0.25 | 0.25 |
| 2/28/2013 | 0.00 | 0.00 | 0.75 | 0.25 |
| 3/8/2013 | 0.00 | 0.00 | 0.75 | 0.00 |

Table 2
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Apparent Thickness of Free Product Observed in Recovery Wells (Inches) | | | |
|------------|---|-----------------|-----------------|-----------------|
| | RW-1 | RW-2 | RW-3 | RW-4 |
| 3/15/2013 | 0.00 | 0.00 | 0.13 | 0.13 |
| 3/22/2013 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3/28/2013 | 0.00 | 0.00 | 0.13 | 0.00 |
| 4/4/2013 | 0.00 | 0.00 | 0.13 | 0.13 |
| 4/12/2013 | 0.00 | 0.00 | 0.00 | 0.13 |
| 4/19/2013 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4/26/2013 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5/3/2013 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5/9/2013 | 0.06 | 0.00 | 0.00 | 0.00 |
| 5/16/2013 | 0.13 | Sheen | 0.125 | Sheen |
| 5/24/2013 | Sheen | Sheen | 0.375 | Sheen |
| 5/30/2013 | Sheen | Sheen | 0.125 | 0.125 |
| 6/7/2013 | Sheen | 0.125 | Sheen | Sheen |
| 6/13/2013 | 0.13 | 0.125 | Sheen | Sheen |
| 6/21/2013 | 0.00 | Sheen | Sheen | 0.125 |
| 6/28/2013 | Sheen | Sheen | 0.00 | Sheen |
| 7/5/2013 | Sheen | 0.125 | 0.125 | 0.00 |
| 7/11/2013 | Sheen | Sheen | 0.125 | Sheen |
| 7/18/2013 | Sheen | 0.125 | 0.375 | 0.25 |
| 7/25/2013 | Sheen | 0.125 | 0.125 | Sheen |
| 8/2/2013 | Sheen | Sheen | 0.125 | 0.125 |
| 8/9/2013 | Sheen | Sheen | 0.375 | 0.125 |
| 8/16/2013 | Sheen | Sheen | 0.250 | 0.125 |
| 8/23/2013 | Sheen | Sheen | 1.0 | 0.25 |
| 8/30/2013 | Sheen | Sheen | 0.5 | 0.125 |
| 9/6/2013 | Sheen | Sheen | 0.625 | 0.125 |
| 9/12/2013 | Sheen | Sheen | 0.125 | 1.0 |
| 9/19/2013 | Sheen | Sheen | 0.25 | 1.0 |
| 9/27/2013 | 0.125 | Sheen | 0.5 | 2.5 |
| 10/4/2013 | 0.125 | Sheen | 0.375 | 1.0 |
| 10/11/2013 | Sheen | Sheen | 0.125 | 0.75 |
| 10/18/2013 | 0.125 | Sheen | 0.50 | 0.50 |
| 10/25/2013 | Sheen | Sheen | 0.25 | Sheen |
| 11/1/2013 | Sheen | Sheen | 0.25 | Sheen |
| 11/8/2013 | Sheen | Sheen | 0.125 | Sheen |
| 11/15/2013 | Sheen | Sheen | 0.125 | Sheen |
| 11/22/2013 | Sheen | Sheen | Sheen | Sheen |
| 11/27/2013 | Sheen | Sheen | 0.125 | Sheen |
| 12/4/2013 | Sheen | Sheen | Sheen | Sheen |
| 12/13/2013 | Sheen | Sheen | 0.125 | Sheen |
| 12/19/2013 | Sheen | Sheen | 0.125 | Sheen |
| 12/27/2013 | Sheen | Sheen | 0.125 | 0.25 |
| 1/10/2014 | Sheen | Sheen | Sheen | 0.125 |
| 1/17/2014 | Sheen | Sheen | 0.125 | Sheen |
| 1/31/2014 | Sheen | Sheen | Sheen | Sheen |
| 2/12/2014 | Unable to Check | Unable to Check | Unable to Check | Unable to Check |
| 2/28/2014 | Sheen | Sheen | 0.25 | Sheen |
| 3/7/2014 | Sheen | Sheen | 0.125 | Sheen |
| 3/14/2014 | Sheen | 0.25 | 0.125 | Sheen |
| 3/21/2014 | Sheen | Sheen | 0.25 | 0.125 |

Table 2
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

| Date | Apparent Thickness of Free Product Observed in Recovery Wells (Inches) | | | |
|------------|---|-------|-------|-------|
| | RW-1 | RW-2 | RW-3 | RW-4 |
| 3/28/2014 | Sheen | Sheen | 0.25 | 1.0 |
| 4/4/2014 | Sheen | Sheen | Sheen | Sheen |
| 4/11/2014 | Sheen | Sheen | Sheen | 0.25 |
| 4/18/2014 | Sheen | Sheen | Sheen | 1.0 |
| 4/25/2014 | Sheen | Sheen | 1.0 | 2.0 |
| 4/30/2014 | Sheen | Sheen | 0.5 | 1.0 |
| 5/8/2014 | Sheen | Sheen | 1.0 | 0.07 |
| 5/16/2014 | Sheen | Sheen | 0.06 | Sheen |
| 5/23/2014 | Sheen | Sheen | Sheen | Sheen |
| 5/30/2014 | Sheen | Sheen | Sheen | Sheen |
| 6/6/2014 | Sheen | Sheen | Sheen | Sheen |
| 6/13/2014 | Sheen | Sheen | 0.5 | Sheen |
| 6/23/2014 | Sheen | Sheen | 0.75 | Sheen |
| 6/27/2014 | Sheen | Sheen | 0.25 | Sheen |
| 7/7/2014 | Sheen | Sheen | 0.063 | Sheen |
| 7/11/2014 | Sheen | Sheen | 1.0 | Sheen |
| 7/18/2014 | Sheen | Sheen | 0.5 | Sheen |
| 7/23/2014 | 0.0 | 0.0 | 6.0 | 0.0 |
| 8/1/2014 | 0.0 | 0.0 | 1.0 | 0.0 |
| 8/8/2014 | 0.0 | 0.0 | 1.0 | 0.13 |
| 8/15/2014 | Sheen | Sheen | 0.25 | 0.25 |
| 8/22/2014 | Sheen | Sheen | Sheen | Sheen |
| 8/29/2014 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/4/2014 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/12/2014 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9/19/2014 | 0.1 | 0.1 | 0.5 | 0.0 |
| 9/26/2014 | 0.0 | 0.0 | 0.5 | 0.0 |
| 10/3/2014 | 0.0 | 0.0 | 0.25 | 0.0 |
| 10/9/2014 | 0.0 | 0.1 | 0.5 | 0.5 |
| 10/16/2014 | 0.0 | 0.0 | 0.5 | 1.0 |
| 10/23/2014 | 0.0 | 0.0 | 0.75 | 0.25 |
| 10/31/2014 | 0.0 | 0.0 | 1.0 | 0.25 |
| 11/6/2014 | 0.0 | 0.0 | 1.0 | 0.25 |
| 11/17/2014 | 0.0 | 0.0 | 0.5 | 0.1 |
| 11/21/2014 | 0.0 | 0.0 | 0.1 | 0.25 |
| 11/26/2014 | 0.0 | 0.0 | 0.1 | 0.1 |
| 12/2/2014 | 0.0 | 0.0 | 0.25 | 0.1 |
| 12/9/2014 | 0.0 | 0.0 | 0.1 | 0.1 |
| 12/16/2014 | 0.0 | 0.0 | 0.25 | 0.25 |
| 12/23/2014 | 0.0 | 0.0 | 0.25 | 0.25 |
| 12/26/2014 | 0.0 | 0.0 | 1.0 | 1.0 |

Notes: Free product checked by lowering a bottom-filling bailer into the water table surface, retrieving it, and measuring with a tape measure. In 1Q2013 and earlier, "0.005 inches" indicates that only a sheen was present.



Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 10/3/2014 Time: 1:00 PM Observations by: Alex Huang
Weather Conditions: Mostly Cloudy, 57° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 19 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____ :Low _____ :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 86
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): N/A Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, one gallon purged.

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 11.25 Total Fluid Volume in Tank (gal): 92.27 Read from Tank Chart
Water Level in Tank (in): 10.00 Water Volume in tank (gal): 78.01
Oil Volume in Tank (total fluid volume less water volume (gal): 14.26
Pumping time (Read from Controller): **RW-1** 438 :hr 33 :min **RW-3** 438 :hr 31 :min
RW-2 414 :hr 30 :min **RW-4** 438 :hr 46 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.00

Remarks: * Manually drained 0.2 gallons from compressor.
Blower vacuum was fluctuating between 18-20 psi on arrival.

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Project No. 2387-354-04-10



Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 10/9/2014 Time: 12:02 PM Observations by: Alex Huang
Weather Conditions: Clear, 52° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____ :Low _____ :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 86
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): N/A Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, seven gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 11.75 Total Fluid Volume in Tank (gal): 98.14 Read from Tank Chart
Water Level in Tank (in): 10.50 Water Volume in tank (gal): 83.62
Oil Volume in Tank (total fluid volume less water volume (gal): 14.52
Pumping time (Read from Controller): **RW-1** 442 :hr 33 :min **RW-3** 442 :hr 31 :min
RW-2 416 :hr 30 :min **RW-4** 442 :hr 46 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.50
Free Product in RW-2 (in): 0.10 Free Product in RW-4 (in): 0.50

Remarks: * Manually drained 0.1 gallon from compressor.
Blower vacuum was fluctuating between 18-22 psi on arrival.

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Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 10/16/2014 Time: 1:42 PM Observations by: Alex Huang
Weather Conditions: Overcast, 57° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____ :Low _____ :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 86
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): N/A Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, five gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 12.25 Total Fluid Volume in Tank (gal): 104.08 Read from Tank Chart
Water Level in Tank (in): 11.00 Water Volume in tank (gal): 89.36
Oil Volume in Tank (total fluid volume less water volume (gal): 14.72
Pumping time (Read from Controller): **RW-1** 447 :hr 13 :min **RW-3** 447 :hr 11 :min
RW-2 418 :hr 50 :min **RW-4** 447 :hr 26 :min

FREE PRODUCT MEASUREMENTS

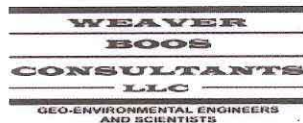
Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.50
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 1.00

Remarks: * Manually drained 0.25 gallon from compressor. Blower vacuum was fluctuating between 18-22 psi on arrival.
All four skimmer pumps were adjusted to within 0.5 feet of optimal.

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Project No. 2387-354-04-10



Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 10/23/2014 Time: 10:30 AM Observations by: Alex Huang
Weather Conditions: Partly cloudy, 45° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____:Low _____:High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): N/A Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 5.5 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 14.50 Total Fluid Volume in Tank (gal): 131.74 Read from Tank Chart
Water Level in Tank (in): 13.50 Water Volume in tank (gal): 119.26
Oil Volume in Tank (total fluid volume less water volume (gal): 12.48
Pumping time (Read from Controller): **RW-1** 451 :hr 43 :min **RW-3** 451 :hr 41 :min
RW-2 421 :hr 5 :min **RW-4** 451 :hr 56 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.75
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.25

Remarks: * Manually drained 0.10 gallon from compressor. Blower vacuum was fluctuating between 18-22 psi on arrival.
Fluid levels remain within 0.5 feet of optimal in all four skimmer pumps.

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Project No. 2387-354-04-10

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 10/31/2014 Time: 2:08 PM Observations by: Alex Huang
Weather Conditions: Wintry mix, 38° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 21 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____ :Low _____ :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): N/A Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 4.5 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 16.50 Read from Tank Chart
Water Level in Tank (in): 15.00 Total Fluid Volume in Tank (gal): 157.34
Water Volume in tank (gal): 138.01
Oil Volume in Tank (total fluid volume less water volume (gal): 19.33

Pumping time (Read from Controller): **RW-1** 457 :hr 13 :min **RW-3** 457 :hr 11 :min
RW-2 423 :hr 50 :min **RW-4** 457 :hr 26 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 1.00
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.25

Remarks: * Manually drained 0.10 gallon from compressor. Blower vacuum was fluctuating between 19-23 psi on arrival.

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Project No. 2387-354-04-10



Weekly Operations and Maintenance Report
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Date: 11/6/2014 Time: 12:13 PM Observations by: Alex Huang
Weather Conditions: Light rain, moderate wind, 38° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 135 :Low 170 :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): N/A Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 6 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 16.00 Total Fluid Volume in Tank (gal): 150.88 Read from Tank Chart
Water Level in Tank (in): 14.50 Water Volume in tank (gal): 131.74
Oil Volume in Tank (total fluid volume less water volume (gal): 19.14
Pumping time (Read from Controller): **RW-1** 461 :hr 13 :min **RW-3** 461 :hr 11 :min
RW-2 425 :hr 50 :min **RW-4** 461 :hr 26 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 1.00
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.25

Remarks: * Manually drained 0.05 gallon from compressor. Blower vacuum was fluctuating between 18-22 psi on arrival.

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Project No. 2387-354-04-10

Weekly Operations and Maintenance Report
Mittal Steel USA
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Locomotive Shop Diesel Fuel Remediation System

Date: 11/17/2014 Time: 2:27 PM Observations by: Alex Huang
Weather Conditions: Partly cloudy, high winds, 22° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____ :Low _____ :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): N/A Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 10 gallons purged

OIL RECOVERY MEASUREMENTS

| | | | |
|---------------------------------|--------------|---|---------------|
| | | Read from Tank Chart | |
| Total Fluid Level in Tank (in): | <u>16.75</u> | Total Fluid Volume in Tank (gal): | <u>160.64</u> |
| Water Level in Tank (in): | <u>15.00</u> | Water Volume in tank (gal): | <u>138.01</u> |
| | | Oil Volume in Tank (total fluid volume less water volume (gal): | <u>22.63</u> |

| | | | | | | |
|--------------------------------------|-------------|----------------|----------------|-------------|----------------|----------------|
| Pumping time (Read from Controller): | RW-1 | <u>468</u> :hr | <u>33</u> :min | RW-3 | <u>468</u> :hr | <u>31</u> :min |
| | RW-2 | <u>429</u> :hr | <u>30</u> :min | RW-4 | <u>468</u> :hr | <u>46</u> :min |

FREE PRODUCT MEASUREMENTS

| | | | |
|----------------------------|-------------|----------------------------|-------------|
| Free Product in RW-1 (in): | <u>0.00</u> | Free Product in RW-3 (in): | <u>0.50</u> |
| Free Product in RW-2 (in): | <u>0.00</u> | Free Product in RW-4 (in): | <u>0.10</u> |

Remarks: * Manually drained 0.1 gallon from compressor. Blower vacuum was fluctuating between 19-21 psi on arrival.
Water bailed from RW-1 was dark gray but did not appear to be associated with free product.

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Project No. 2387-354-04-10

Weekly Operations and Maintenance Report
Mittal Steel USA
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Locomotive Shop Diesel Fuel Remediation System

Date: 11/21/2014 Time: 1:29 PM Observations by: Alex Huang
Weather Conditions: Clear, 33° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 21 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 130 :Low 180 :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): N/A Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 7.5 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 18.25 Total Fluid Volume in Tank (gal): 180.44 Read from Tank Chart
Water Level in Tank (in): 16.50 Water Volume in tank (gal): 157.34
Oil Volume in Tank (total fluid volume less water volume (gal): 23.10
Pumping time (Read from Controller): **RW-1** 471 :hr 13 :min **RW-3** 471 :hr 16 :min
RW-2 430 :hr 50 :min **RW-4** 471 :hr 26 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.10
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.25

Remarks: * Manually drained 0.05 gallon from compressor. Blower vacuum was fluctuating between 20-22 psi on arrival.

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Project No. 2387-354-04-10

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 11/26/2014 Time: 1:08 PM Observations by: Alex Huang
Weather Conditions: Overcast, 25° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 21 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____ :Low _____ :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 7 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 18.50 Total Fluid Volume in Tank (gal): 183.74 Read from Tank Chart
Water Level in Tank (in): 17.25 Water Volume in tank (gal): 167.18
Oil Volume in Tank (total fluid volume less water volume (gal): 16.56
Pumping time (Read from Controller): **RW-1** 474 :hr 33 :min **RW-3** 474 :hr 31 :min
RW-2 432 :hr 30 :min **RW-4** 476 :hr 46 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.10
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.10

Remarks: * Manually drained 0.05 gallon from compressor. Blower vacuum was fluctuating between 19-22 psi on arrival.

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Project No. 2387-354-04-10



Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 12/2/2014 Time: 12:58 PM Observations by: Alex Huang
Weather Conditions: Mostly cloudy, 31° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): N If no, was it replaced? Yes
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): :Low :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 6 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 19.25 Total Fluid Volume in Tank (gal): 193.78 Read from Tank Chart
Water Level in Tank (in): 18.00 Water Volume in tank (gal): 177.08
Oil Volume in Tank (total fluid volume less water volume (gal): 16.70

Pumping time (Read from Controller): **RW-1** 478 :hr 33 :min **RW-3** 478 :hr 31 :min
RW-2 434 :hr 30 :min **RW-4** 478 :hr 46 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.10

Remarks: * Manually drained 0.05 gallon from compressor. Blower vacuum was fluctuating between 19-21 psi on arrival.

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Project No. 2387-354-04-10



Weekly Operations and Maintenance Report
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Date: 12/9/2014 Time: 12:54 PM Observations by: Alex Huang
Weather Conditions: Light rain, 39° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 130 :Low 170 :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 5 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 19.75 Total Fluid Volume in Tank (gal): 200.51 Read from Tank Chart
Water Level in Tank (in): 18.25 Water Volume in tank (gal): 180.44
Oil Volume in Tank (total fluid volume less water volume (gal): 20.07
Pumping time (Read from Controller): RW-1 483 :hr 13 :min RW-3 483 :hr 11 :min
RW-2 436 :hr 50 :min RW-4 483 :hr 26 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.10
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.10

Remarks: * Manually drained 0.1 gallon from compressor. Blower vacuum was fluctuating between 19-21 psi on arrival.
Air filter in compressor intake was changed (filter in blower was changed last week).

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Project No. 2387-354-04-10

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 12/16/2014 Time: 1:28 PM Observations by: Alex Huang
Weather Conditions: Overcast, 45° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____:Low _____:High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 5 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 20.50 Total Fluid Volume in Tank (gal): 210.67 Read from Tank Chart
Water Level in Tank (in): 19.25 Water Volume in tank (gal): 193.78
Oil Volume in Tank (total fluid volume less water volume) (gal): 16.89
Pumping time (Read from Controller): **RW-1** 487 :hr 53 :min **RW-3** 487 :hr 51 :min
RW-2 439 :hr 10 :min **RW-4** 488 :hr 6 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.25

Remarks: * Manually drained 0.1 gallon from compressor. Blower vacuum was fluctuating between 19-21 psi on arrival.
One compression fitting in RW-3 (blue air hose) needs to be replaced.

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Project No. 2387-354-04-10



Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 12/23/2014 Time: 12:25 PM Observations by: Alex Huang
Weather Conditions: Partly cloudy, 47° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 130 :Low 180 :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 6 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 21.00 Total Fluid Volume in Tank (gal): 217.47 Read from Tank Chart
Water Level in Tank (in): 19.75 Water Volume in tank (gal): 200.51
Oil Volume in Tank (total fluid volume less water volume (gal): 16.96
Pumping time (Read from Controller): **RW-1** 492 :hr 33 :min **RW-3** 492 :hr 31 :min
RW-2 441 :hr 30 :min **RW-4** 492 :hr 46 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 0.25

Remarks: * Manually drained 0.05 gallon from compressor. RW-3 skimmer pump removed and taken back to Granger
for maintenance. RW-3 automatic control set to "inactive." RW-4 pump may need similar maintenance soon.

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Project No. 2387-354-04-10



Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 12/26/2014 Time: 11:38 AM Observations by: Alex Huang
Weather Conditions: Partly cloudy, 45° F. Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H₂O): 20 Blower Vacuum on Departure (in H₂O): 15
Blower Filter OK? (Y/N): Y If no, was it replaced? _____
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): _____ :Low _____ :High
Compressor Auto Drain OK? (Y/N): N*
Pump Pressure (psi): 85
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): Min + 2
Water in Vacuum Lines? Yes, 2.5 gallons purged

OIL RECOVERY MEASUREMENTS

Total Fluid Level in Tank (in): 21.25 Total Fluid Volume in Tank (gal): 220.90 Read from Tank Chart
Water Level in Tank (in): 20.25 Water Volume in tank (gal): 207.31
Oil Volume in Tank (total fluid volume less water volume (gal): 13.59
Pumping time (Read from Controller): RW-1 494 :hr 33 :min RW-3 492 :hr 31 :min
RW-2 442 :hr 30 :min RW-4 494 :hr 46 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.00 Free Product in RW-3 (in): 1.00
Free Product in RW-2 (in): 0.00 Free Product in RW-4 (in): 1.00

Remarks: * Manually drained 0.05 gallon from compressor. RW-3 is inactive while pump undergoes maintenance. RW-4
is active, but one hose has disconnected from the pump (compression fitting worn-out). The fitting will be replaced soon.

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